

LAND TO THE REAR OF NOS. 73A, 75 & 77, ROOKERY LANE, LINCOLN
SCHEME OF ARCHAEOLOGICAL MONITORING AND RECORDING

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Prepared for

Boss Construction

by

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Summary

Archaeological monitoring and recording took place during the construction of four detached bungalows with garages, on land to the rear of nos. 73a, 75 and 77 Rookery Lane in the City of Lincoln (NGR:SK 96226 68425).

Rookery Lane lies on the rising ground to the west of the River Witham, outside the historic city and its earlier suburbs. It has probably always fallen within the city's agricultural and industrial hinterland throughout most of its history, and pottery is known to have been manufactured in this area during the later Roman period.

Residential development began in the area during the late 19th and early 20th century, but the majority of development took place in the inter-war period, chiefly in the form of detached and semi-detached properties for the middle classes.

This document describes the archaeological methodology that was adopted in order to satisfy a planning condition associated with this development, and the results of the monitoring, which revealed no significant archaeological deposits or features predating the 19th century.

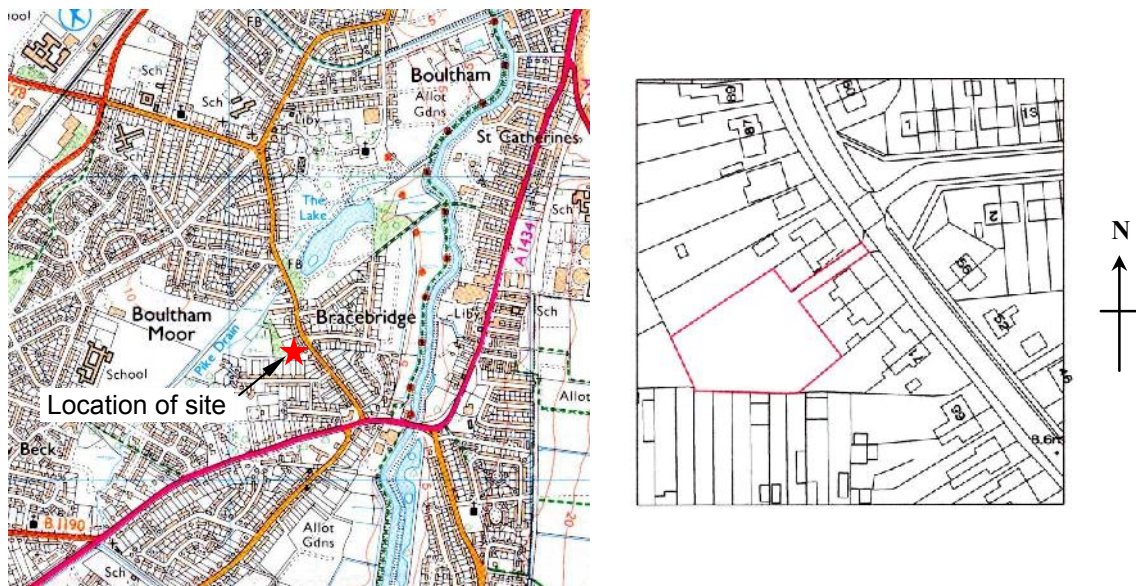


Figure 1: Site location plan at scale 1:25,000, with detail at scale 1:2500. The site is marked in red on both plans. OS mapping © Crown copyright. All rights reserved. PCAS licence no. 100049278. Detail plan supplied by client.

1 Introduction

Pre-Construct Archaeological Services Ltd (PCAS) undertook a scheme of archaeological monitoring and recording during groundworks on land to the rear of nos. 73a, 75 and 77 Rookery Lane, Lincoln. This work took place between the 12th and 16th January 2016, and again on the 27th January, 2016, as a requirement of a condition attached to a planning application for the construction of four detached bungalows with garages (Planning Application No. 2015/0696/F)

Rookery Lane lies on the rising ground to the west of the River Witham, outside the historic city of Lincoln and its earlier suburbs.

The scheme of archaeological work was undertaken in accordance with an approved Specification (PCAS 2015) and it followed current best practice and national guidance including:

NPPF, National Planning Policy Framework, 2012;

CIFA Code of Conduct (2014 as revised);

CIFA Standards and Guidance for Archaeological Watching Briefs (2014);

Lincolnshire Archaeological Handbook (Lincolnshire County Council, 2012).

Management of Research Projects in the Historic Environment (MoRPHE ver. 1.1, 2009)

2 Site Location and Description (Figs. 1-2, Plates 1-2)

Rookery Lane is situated in the Boultham Moor suburb of Lincoln, to the southwest of the city centre. It links the A1434 as it enters Lincoln from Newark with Skellingthorpe Road and the B1003 Tritton Road. Rookery Lane passes through several of the city's Character Areas, and the development site falls within the north-eastern edge of the South Lincoln Ribbon Development Character Area; described by the Character Statement as being chiefly composed of residential development built for the middle classes during the inter-war period; *mainly ribbon development in the form of residential properties located along three main radial roads leading in and out of the south of the city of Lincoln, as well as houses along connecting through roads which form an inner circular route in the south of the city... The radial roads, which include (from east to west) Hykeham Road, Newark Road and Doddington Road, converge on the former village of Bracebridge. The village, now integrated within the city of Lincoln, is linked to the city centre by Newark Road, which crosses the River Witham and continues to the north, and Rookery Lane which links with parts of the city on the west side of the river*, and that *'Earlier housing is dispersed throughout the Character Area, appearing both in groups or as individual houses. Subsequent Inter-War development appears to spread from the city centre, leading to long continuous lengths of housing from the same period. Modern development is more sporadic, often relating to areas of infill or re-development of gap sites and land formerly within larger gardens of earlier housing'* (CLC, 2009).

No part of Rookery Lane falls within any of the City of Lincoln's Conservation Areas (CLC, online).

The site is on the south side of Rookery Lane, behind the existing street front houses of 73a, 75 and 77. The entrance is between the houses of No.s 75 & 77, almost opposite the junction with St. Peter's Avenue, via a short alleyway between the rear gardens of these two properties. Houses along this part of Rookery Lane are predominantly semi-detached dwellings dating from the mid-20th century.

The plot was previously occupied by a couple of small sheds or storage buildings arranged around the periphery of the site. The site area is approximately 0.4 acres, previously the divided gardens of three properties.

The central National Grid Reference for the site is SK 96226 68425.

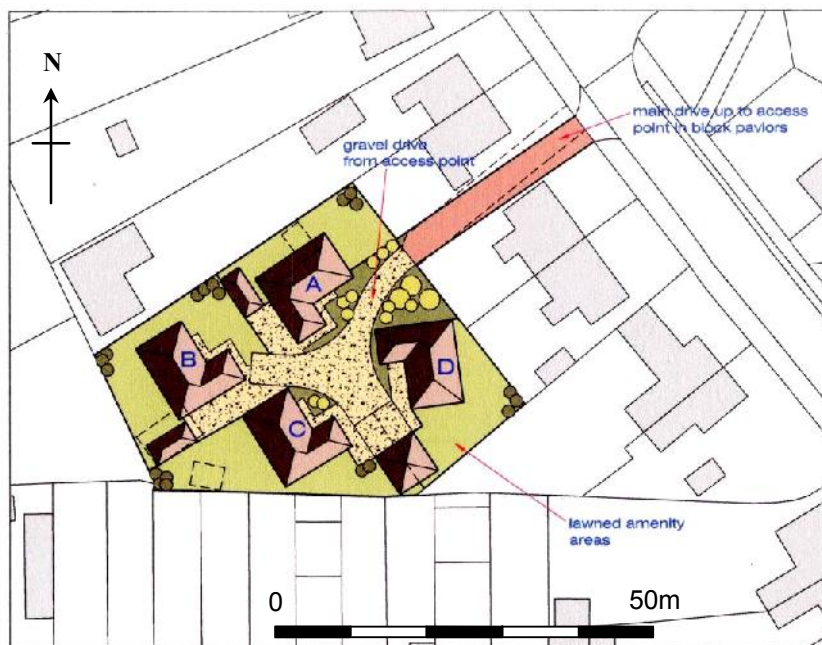


Figure 2: As-proposed plan of the site at scale 1:1000.
Plan supplied by client.

3 Geology and Topography

The bedrock geology of the area is recorded on the 1:50,000 BGS map as being Scunthorpe Mudstone Formation and Charmouth Mudstone Formation (undifferentiated) Mudstone, a sedimentary bedrock deposited in the Jurassic and Triassic periods in a shallow lime-rich sea setting. This is overlain by Balderton sand and gravel, deposited in the Quaternary period by local rivers (<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>).

The area is relatively flat and overlooked by the Lincoln Cliff to the north, lying less than 500m west of the River Witham. OS mapping indicates levels between 5-10m AOD, with ground levels rising slightly to the west. There are two benchmarks recorded in the vicinity of the site; a cut mark on the south-east face of No. 10 Rookery Lane, approximately 250m south-east of the site is recorded as being 7.568m OD (0.50m above EGL), the second is a little closer on the south-east face of No. 99 Rookery Lane (120m north), recorded as 7.236m OD (0.50m above EGL) (<http://www.ordnancesurvey.co.uk/benchmarks/>).

4 Planning Background

The National Planning Policy Framework (NPPF) came into force in March 2012, placing the responsibility for dealing with heritage assets affected by development proposals with the developer. Developers are required to 'record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their

importance and the impact, and to make this evidence (and any archive generated) publicly accessible' (NPPF, s141). Developers are obligated to produce a definitive method of archaeological mitigation to fulfil this requirement.

A planning application for the construction of four new detached bungalows with detached garages and associated access, parking and services was submitted to City of Lincoln Council in September 2015, application ref: 2015/0696/F. The application was granted conditionally in October 2015.

The planning conditions required the commissioning and implementation of a scheme of archaeological monitoring and recording to be undertaken during all groundworks associated with the development.

5 Archaeological and Historical Background (Figs. 3-4)

During the prehistoric and Roman periods, much of the land in the South Lincoln Ribbon Development Character Area is likely to have consisted of low-lying wetland and water meadow together with scrubby woodland on areas of drier ground; Rookery Lane falls within such an area. The woodlands were likely to have been an important resource for the city from Roman times through to the early Industrial Revolution. During the Roman period, the area may have been exploited for grazing, charcoal/fuel and gravel and sand for construction projects (CLC, 2009). Clay extraction for the production of pottery is also likely to have taken place, and a pottery kiln thought to date to the first half of the 4th century AD was excavated on Rookery Lane in the mid-20th century. This kiln appeared to have a limited range of products, chiefly straight-sided bowls in a sandy grey fabric, with other large bowls and jars with flat-topped rims (Whitwell, 1992, p. 111).

During the Roman military occupation of the city in the 1st century AD and its later lifespan as a Roman *colonia*, the Fosse Way, which is now followed by the route of the modern Newark Road, was constructed, passing approximately 300m to the south of the site; it is not currently known where the Roman road bridged the River Witham (CLC, 2009).

It is not known whether the woodlands continued in use during the post-Roman and early Anglo-Saxon periods, but in the Anglo-Scandinavian and medieval periods, it is likely that they were being used for pig grazing, the production of firewood, timber for construction, charcoal, bark for tanning, and potash for use in the cloth industry (*ibid.*).

Lying outside of the city boundary, land within the Character Area formed part of Bracebridge parish, and would have probably been cultivated or grazed during the High Medieval period. It is likely that many of the fields, meadows and land in the area were farmed in common, finally becoming enclosed through a series of piecemeal agreements in the post-medieval period. The orientation of many field boundaries survives in the Character Area, mostly in the alignment of building plots such the northern boundary of Nos. 48 and 52 Rookery Lane. Evidence for the former rural character of the area includes a short row of workers' cottages at Nos. 99 and 101 Rookery Lane (*ibid.*).

During the late Victorian/Edwardian period, ribbon development commenced along the radial roads, mostly in the form of large detached villas, and an increasing number of houses were constructed along the radial and connecting roads. The majority of the housing in the Character Area was constructed during the Inter-War Period, and included detached and semi-detached properties for the middle classes (fig. 3). Many of the properties had garages built at the same time or shortly afterwards, illustrating the impact of mass motoring on the suburban townscape. The expansion of housing along the roads was not continuous from the city centre, as gaps were often left between groups of houses (*ibid.*).

Towards the end of the Inter-War Period and into the Post-War Period, the medieval village of Bracebridge became fully surrounded and integrated with housing along radial roads; remaining open space in the area was developed mainly for residential purposes (fig. 4). The construction of residential housing in the Character Area continued into the mid-20th century, and further infill and development has occurred in gap sites along radial and connecting roads up to the present day (*ibid.*).

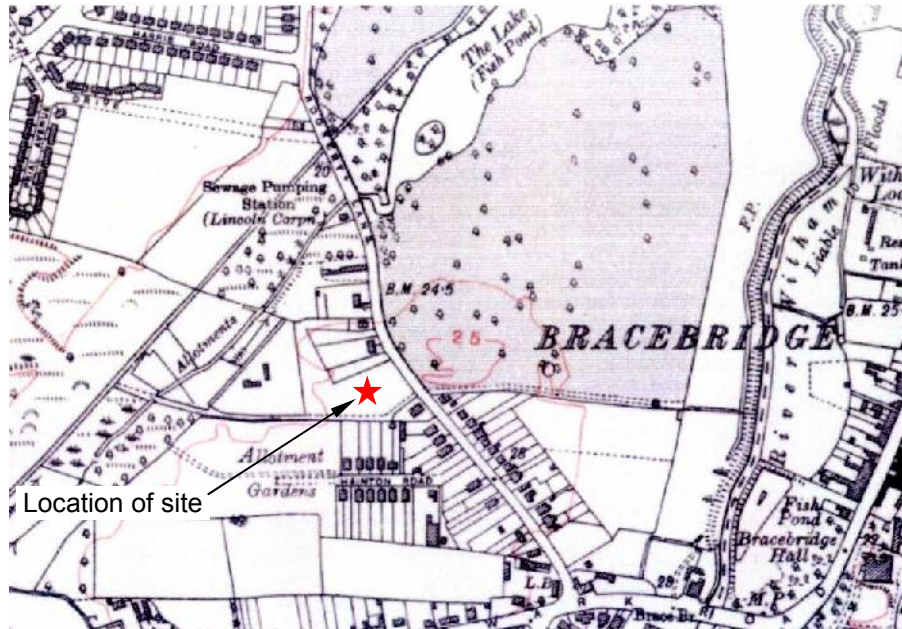


Figure 3: Extract (not to scale) from 6" to the mile OS mapping from 1933, showing the beginning of development in the neighbourhood of the site.

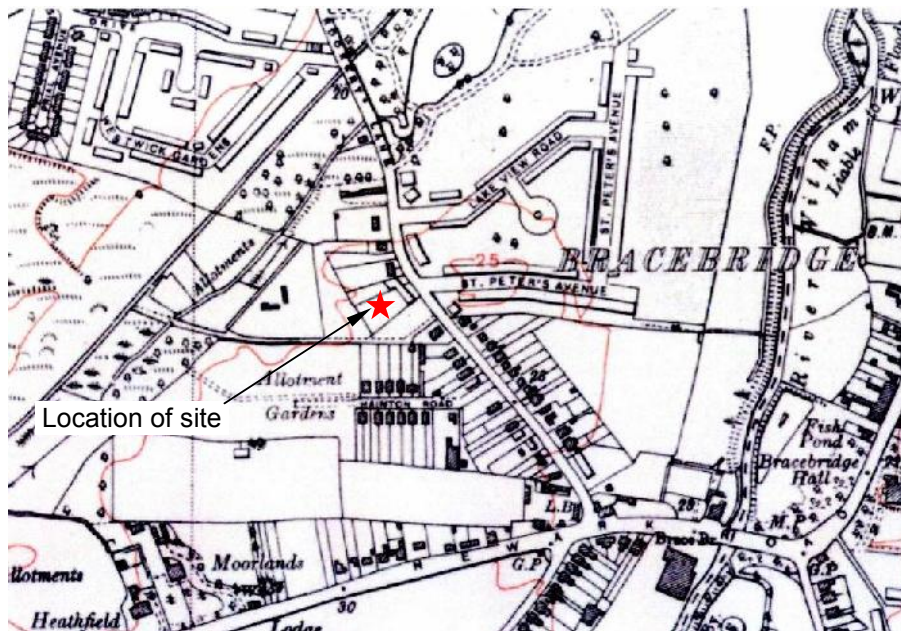


Figure 4: Extract (not to scale) from 6" to the mile OS mapping from 1938, showing the spread of development in the neighbourhood of the site.

5.1 Lincoln City Research Agenda Zones

Prehistoric Era (10,000 BC-AD 60): The portion of Rookery Lane on which the site is located does not lie within a RAZ for this period.

Roman Military Era (AD 60-90): RAZ 6.23, Birchwood Area and Boultham Moor. Nothing is known about this area of higher ground in the Roman Military period. It would have always been an area of scrubby woodland on poor, sandy, soils as it was in the Iron Age and in the Roman *Colonia* Eras. This woodland would have been a valuable resource and may have been the location of, or the stimulation for, woodland industries such as smelting or pottery manufacture. It is conceivable that such operations were in operation during the Roman Military occupation and they may even have been started by the conquerors, although the evidence found to date suggest that they did not begin until later in the Roman period. Even so, these valuable natural resources were located close to the new fortress and as such one might expect that they were contained within the *territorium*. The capture of environmental evidence will be the first step towards identifying the significance of this component, although the surrounding peat may preserve more important environmental deposits than the sands and gravels themselves.

Roman *Colonia* Era (AD 90-410): RAZ 7.3, Industrial Belt South-West of the City. The area of what was probably scrubby woodland on the poor soils above the waterlogged basin may have been an important industrial resource for the *colonia*. The woodland itself may have provided grazing for pig herds, for example, whilst the trees, if coppiced and managed, would have provided fuel both for fires in the city and also for industries within the woods themselves. Of these industries the only one for which we have any evidence as yet is the pottery industry, although charcoal burning might also be expected and perhaps even iron-working. Gravel and sand would have been dug for construction projects in the city and neighbourhood, and, along with clay extraction for pottery manufacture, this digging would have had a marked effect on the local topography. The pits created by such quarrying are likely to be the most frequently encountered archaeological features in this RAZ, even though features of this date may be hard to distinguish from similar features of later periods. The sites adjacent to the quarries, however, where the gravel was processed, the clay dried or the pots fired, will be easier to date and will be of the greatest interest and importance. In looking at the different production sites we should seek to distinguish between the different stages in production and see if any co-ordination between them is evident. It is not clear at present whether we are dealing with the operation of many individuals working within their own area of resources, and in competition with each other, or whether, alternatively, we have something more akin to factory production, where the scattered processes were organised by a single agency or owner, and the individual production sites were little more than locations on a single 'conveyor-belt' of production.

Early Medieval Era (410-850): RAZ 8.4, Land Around City Potentially Usable for Settlement and Agriculture. We have no information at all about the use to which the land surrounding the city was put in the Early Medieval Era. The woodlands in the Birchwood and Boultham Moor areas would still be available, although we have no evidence that the Romans' extensive exploitation of this resource continued under their successors. The Anglo-Saxon culture, however, was very much at home with woodland management and exploitation and so it is unlikely that such a valuable resource would have been abandoned. Furthermore the enigmatic discovery of an Anglo-Saxon pot within the flue of one of the abandoned Rookery Lane pottery kilns at least shows activity in the area. Evidence for early and middle Saxon utilisation of these woodland resources is likely to exist, and, although it may be hard to find, it will be especially valuable when recovered. Even with the known rise in water levels in the Early Medieval period, the flat gravel terraces either side of the Witham above Bracebridge will have remained highly favourable to settlement, as they were in earlier eras, although there is no evidence for early medieval settlement here at present. Information concerning the funerary practices of early and middle Saxon Lincoln is still lacking: there is currently no definite evidence for cremation cemeteries in or around the city in this period.

High Medieval Era (850-1350): RAZ 9.6, Woodlands and Wood Pasture to the South-West. In the High Medieval Era, as in previous Eras, the woodlands to the south-west of the city were an important economic resource for the city as well as for the parish of Boultham in which they lay. The woods were very probably used for pannage throughout the period, as many local place-names indicate. This usage is unlikely to have left tangible remains, but we do need to characterise the woodland management through extensive sampling, particularly in the areas adjacent to wetlands. The (presumably pollarded or coppiced) woods were not only useful as woodland pasture; they also produced several other products which were important for the city: firewood, timber for construction, charcoal and bark for tanning. The fringes of the woodland on Boultham's poor soils may also have been important for the cultivation of bracken. Although useful for bedding litter and household fuel, bracken was a crucial source of potash in the medieval period, and potash would have been a vital raw ingredient in the dyeing process undertaken in Lincoln. Although we can probably identify the archaeological remains of charcoal stands, it is not entirely clear how one should distinguish a medieval potash hearth, but it is likely that the burning would have taken place in or near the place of cultivation. The archaeological remains of these various woodland industries are likely to be fragile, and will consist of a variety of hearths and other structures. Although unspectacular, if such features can be detected, they will be of considerable interest.

Early Modern Era (1350-1750): RAZ 10.6, Woodlands and Wood Pasture to the South-West. As in previous Eras, the woodlands to the south-west of the city were an important economic resource for the city as well as for the parish of Boultham in which they lay. The woods may have continued in use for pannage, although there is little positive evidence for the practice. Nevertheless we do need to characterise the woodland management regime in the Early Modern Era through extensive paleo-botanical sampling, particularly in the areas adjacent to wetlands. The woods, presumably pollarded or coppiced, were probably not only used as woodland pasture. They may also have produced several other products which were important for the city: fire-wood, timber for construction, charcoal and bark for tanning. The latter would be of particular importance, and it may be that the tanneries were located in the southern part of Wigford in order to be close to supplies of this important raw material; a number of tanners were established in Wigford in the later medieval period. With the collapse of the cloth trade in the city, the bracken, which we have suggested may have been grown on Boultham's poor soils as a source of potash, would have become less important. Even so, it would still be useful for bedding litter and household fuel and it may even have continued in use as a mordant in the domestic-scale cloth production in the city. An effort to document the development of bracken cover in these woodland areas, therefore, may be usefully linked with the collapse of industrial scale cloth production in the city. Charcoal burning may have continued, although the archaeological remains of such woodland industries are likely to be fragile, and will consist of a variety of hearths and other structures. Although unspectacular, if such features can be detected they will be of considerable interest.

Industrial Era (1750-1945): RAZ 11.12, Woodlands and Wood Pasture to the South-West. As in previous Eras, the woodlands to the south-west of the city would have been an important economic resource for the city as well as for the parish of Boultham in which they lay. During the Industrial Era, however, charcoal burning and other more traditional industries will have given way to gravel digging. Nevertheless, we do need to characterise the woodland management regime in the 18th and 19th centuries through extensive paleo-botanical sampling, particularly in the areas adjacent to wetlands. The woods, presumably pollarded or coppiced, were probably not only used as woodland pasture. They may also have produced several other important products which were important for the city: firewood, timber for construction, charcoal and bark for tanning. There is no real evidence that the bracken, which had been grown in Bracebridge during the prosperity of the city's high medieval cloth industry, continued to be collected. Even so, it would still be useful for bedding litter and household fuel, and it may even have continued in use as a mordant in the domestic scale cloth production in city. An effort to document the development of bracken cover in these woodland areas, therefore, may be usefully linked with activity in the city.

Charcoal burning may have continued into the Industrial Era although the archaeological remains of such woodland industries are likely to be fragile, and will consist of a variety of hearths and other structures. Although unspectacular, if such features can be detected they will be of considerable interest. The impact of the arrival of the canals and the railways in the 1840s (bringing in coal) on the need for charcoal in the city must have been considerable and we should explore the activity's decline.

Industrial Era (1750-1945): RAZ 11.31, Middle Class House Building between the Wars. Lincoln, like almost all other towns in the country, benefited from ribbon development along the main roads. The houses built in these long chains were primarily built by local builders and small companies for the 'private' market, and they housed the city's expanding middle class. They were built to a variety of interdependent designs sometimes showing some individuality, often with retrospective details, and sometimes including special features at the customer's request. It is these minor differences which provide the basis of research interest. Why were particular designs chosen over others? Some of these buildings included provisions for garaging, the first signs of the impact of mass-motoring, and it would be interesting to know at what date houses of this type started to acquire such features, and where such early motorists lived within the city.

6 Methodology

Archaeological monitoring and recording took place during the excavation of foundation trenches for the new buildings. This was undertaken using an 8 ton 360 degree mechanical excavator with a toothless bucket. The resulting spoil was removed from site using a 3.5 ton dumper.

All features and deposits seen were recorded on standard PCAS context recording sheets, and the progress of the groundworks noted on a standard PCAS site diary sheet. Sample sections were drawn at intervals at a scale of 1:20, and plotted on a base plan. A digital photographic record was maintained and a selection from this is reproduced as Appendix 1.

The only artefact recovered from the site was a complete ink pot. No deposits suitable for environmental sampling were identified.

An online record of the project data was initiated with the Archaeological Data Service under the OASIS reference number **preconst3-244343**.

7 Results (Figs. 5-6, Plates 3-8)

A generic layer of topsoil (001) was encountered; dark greyish brown fine sandy silt, typically 0.20m deep, and overlying a layer of subsoil (002) comprising a reddish-brown layer of sandy-silt, typically 0.20m deep, but up to 0.50m in places. This in turn sealed natural sand (003). This was partially removed up to a depth of 0.55m.

House Plot 1 (Fig. 6a)

In the north-east portion of the foundation footprint, the subsoil (002) was cut by a pit [004]. This was a steep-sided feature with a flattish base, measuring between 1.48m and 2.50m wide and a maximum of 0.64m deep, extending beyond the northern and southern sides of the foundation trench. The pit was filled with three deposits; the middle deposit (006) comprised mainly of ash and cinders, of modern appearance.

No deposits or features of archaeological interest were identified in the foundation trench for the garage occupying House Plot 1.

House Plot 2

No features or deposits of archaeological interest were identified during the excavation of the foundation trenches for either the bungalow or the garage occupying House Plot 2.

House Plot 3 (Figs. 6b-6c) and Garage Plot 3/4 (Fig. 6d)

A former field boundary ditch [009], respected by the existing southern site boundary, and a trackway (015) were recorded in the foundation trench for the garage shared with House Plot 4. These were aligned east-west, a distance of some 0.50m from the extant southern site boundary with house plots fronting Hainton Road. The ditch was 1.5m wide by 0.85m deep, and the main fill was a sterile sandy deposit (010), which yielded a complete ink pot of late 19th century date. The deposits above this contained crushed concrete and brick fragments.

Two possible wheel ruts (013) and (014) 1m apart were identified running parallel with the northern edge of a former field boundary [009]. These were some 0.4m wide by 0.1m deep, and filled with a dark grey, loose burnt fine sandy silt with rare brick fragments. They may correspond to the land drains seen in House Plot 3, although no pipes were present in the garage plot

House Plot 4

No deposits or features of archaeological interest were identified in the foundation trench for the bungalow occupying House Plot 4.

8 Conclusion

No features or deposits of archaeological interest predating the 19th century were identified during the monitoring and recording.

During the latter part of the 19th century, a field boundary and associated trackway were established close to the southern site boundary. The trackway along the southern site boundary linked a gravel quarry to the west of the development on the other side of Pike Drain, to Rookery Lane to the east. Possible wheel ruts identified in Plot 3 would suggest that the route was in use prior to the laying down of the trackway (015). This corresponds with the 1887 mapping of the site which shows a trackway following the established field boundary (009).

During the inter-war period, the present southern site boundary was established. It then became the northern limit of house plots built along the north side of the newly built Hainton Road to the south of the development.

The trackway along the southern site boundary was consolidated after the emergence of Hainton Road and its associated house plots, with the laying down of imported material that contained asphalt road scrapings and brick rubble. This was visible at ground level prior to the groundworks for the new development.

The modern pit identified in House Plot 1 in the north-eastern portion of the site is evidence of recent activity, probably relating to garden activity/land clearance from the existing house plots fronting Rookery Lane to the east.

9 Acknowledgements

The methodology employed during this project achieved its primary objective, ensuring that any important archaeological remains that might have been present on the site would not have been destroyed unrecorded, while causing the minimum of disruption to the construction process.

10 Acknowledgements

PCAS Ltd would like to thank Boss Construction for this commission.

11 Site Archive

The project archive is currently held at the offices of PCAS Ltd. in Saxilby, Lincolnshire while being prepared for deposition. It will be deposited with the Lincoln City and County Museum ('The Collection') within three months of the completion of this report under the Lincolnshire Museums archive accession code LCNCC 2015.239, with the exception of the finds, which are to be discarded.

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Appendix 1: Colour Plates



Plate 2: Looking north across
Garage Plot 1 and House Plot 1 towards
Rookery Lane





Plate 5: South east facing section through the east side of House Plot 3





Plate 8: Section through Ditch [009] as seen from the south south-west



Appendix 2: Context Summary

Context No.	Type	Description
001	Layer	Topsoil. Dark greyish brown loose sandy silt. Thickness 0.15-0.20m.
002	Layer	Subsoil. Mid reddish grey brown silty sand with occasional small pebble. Thickness 0.2–0.25m.
003	Layer	Natural. Light reddish brown loose sand with frequent pebbles.
004	Cut	Oval or circular pit with steep, concave sides and base. Natural. Sand with silt lenses. Diameter 2.45m, D 0.60m. Modern.
005	Fill	Top fill of [004]. Mixed greyish brown/reddish orange silty sand with infrequent pebble inclusions. W 2.45m; D 0.40m.
006	Fill	Middle fill of [004]. Loose black ash and white cinder with no inclusions. W 2.30m; D 0.30m. Bonfire remnants.
007	Fill	Bottom fill of [004]. Dark greyish brown loose sandy silt with infrequent pebble inclusions. W 1.30m; D 0.30m. Slumping of topsoil.
008		Service pipe in House Plot 2.
009	Cut	Linear feature aligned WNW-ESE. U-shaped with slightly concave sides. L>3m; W 1.50m; D 0.85m. Probably a boundary ditch.
010	Fill	Mid grey sandy silt. Loose/friable with occasional flint pebbles and occasional charcoal flecking, Bottom fill of ditch [009]. Victorian ink pot recovered.
011	Fill	Light/mid grey semi bonded coarse sand and gravel. Compact with frequent brick and stone rubble and concrete. W 1.30m; D 0.22m.
012	Fill	Very dark grey sandy loam. Loose with occasional small pebbles and CBM. W 1.50m; D 0.38m. Top fill of [009] after track (015) established. Buried topsoil.
013	Layer	Linear depression in subsoil. Below (015). Very dark grey cinder and loose sand with occasional brick and tile fragments. L>1.0m; 0.40m; D 0.12m. Possible rut. Same as (014).
014	Layer	Linear depression in subsoil. Below (015). Very dark grey cinder and loose sand with occasional brick and tile fragments. L>1.0m; 0.28m; D 0.07m. Possible rut 1m north of (013). Same as (013).
015	Layer	Very dark grey/black semi bonded asphalt, cinder and slag with occasional small pebbles and CBM. L>10m; W 4.5m; D 0.18m. Modern surface of metalised trackway visible on 1933 OS map..

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Land to the Rear of 73a, 75 and 77 Rookery Lane, Lincoln - Pre-Construct Archaeological Services Ltd

OASIS ID - preconst3-244343

Versions

View	Version	Completed by	Email	Date
View 1	1	Richard Mandeville	richard@pre-construct.co.uk	1 March 2016
View 2	2	Richard Mandeville	richard@pre-construct.co.uk	3 March 2016

Completed sections in current version

Details	Location	Creators	Archive	Publications
Yes	Yes	Yes	Yes	1/1

Validated sections in current version

Details	Location	Creators	Archive	Publications
No	No	No	No	0/1

File submission and form progress

Grey literature report submitted?	No	Grey literature report filename/s
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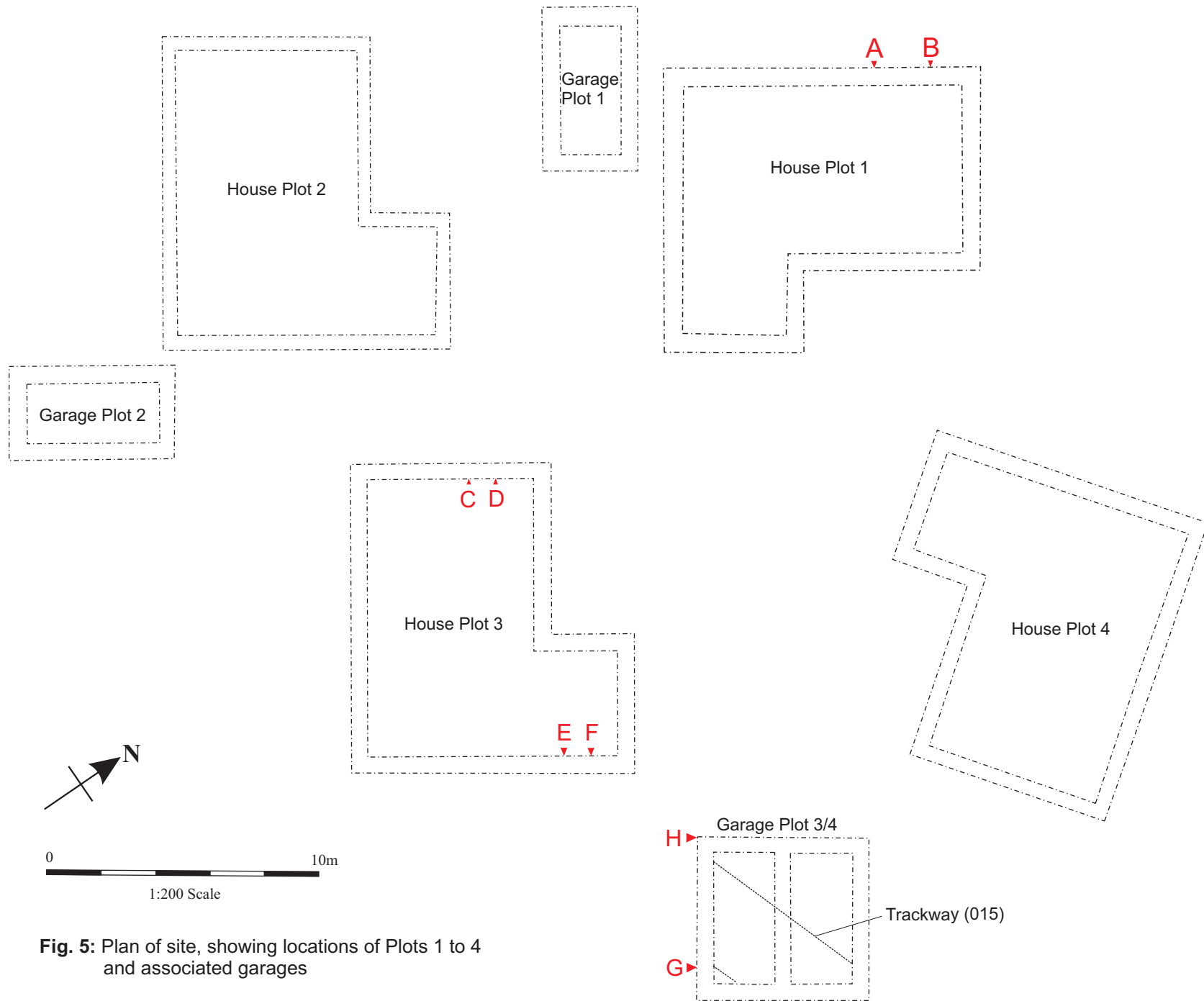
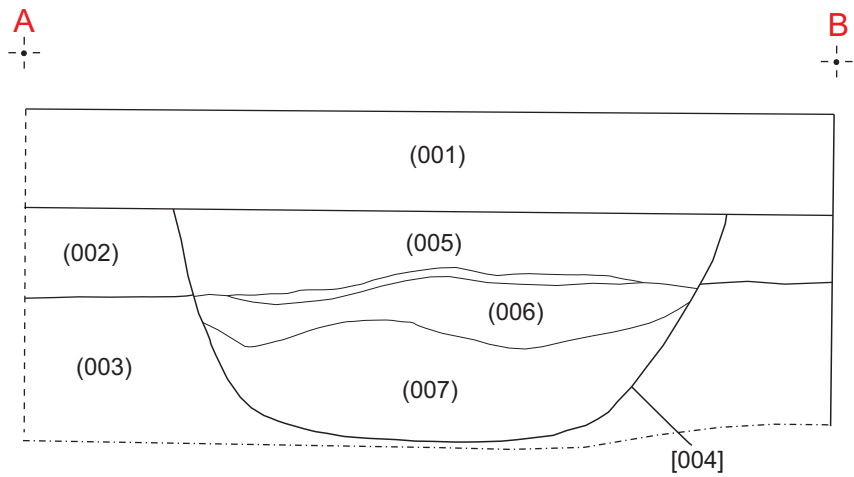
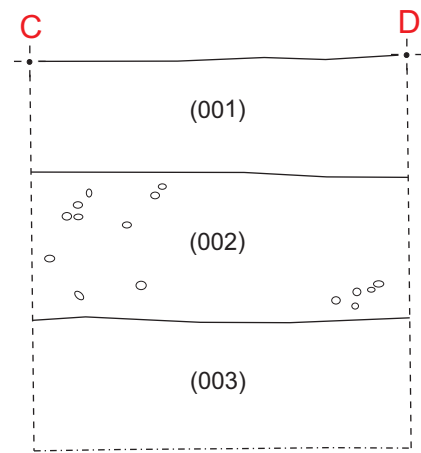
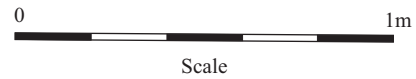


Fig. 5: Plan of site, showing locations of Plots 1 to 4 and associated garages

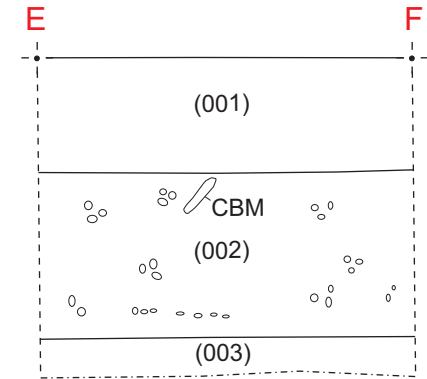
Fig. 6: Sample sections through selected plots



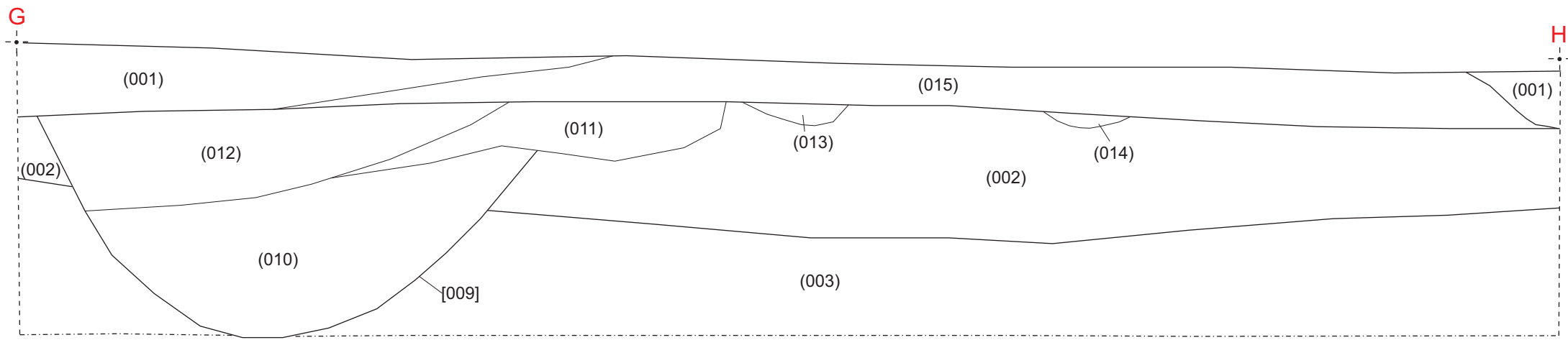
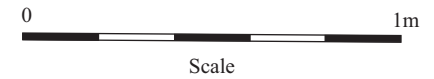
a) SE facing section through Plot 1 north side



b) NW facing section through House Plot 3 west side



c) SE facing section through House Plot 3 east side



d) NE facing section through Garage Plot 3/4, west side

